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Tab B
Section 1

IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 July 1967 - 30 September 1967)

I. AIRFRAME

The first flight of the U-2R took place at Edwards Air Force Base, California, on 28 August 1967. Since that time, five flights have been flown.

II. PROPULSION

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A visit was made to Pratt & Whitney Aircraft, East Hartford, Connecticut, by [] and []. A review of improved propulsion systems for possible high altitude reconnaissance applications was conducted. This included possible performance growth of the J-75-P-13B engine, through application of advanced cooled turbine techniques.

III. PAYLOAD

A. A continuous test and training program on the "H" camera has been accomplished at Detachment "H" during this period.

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C. Six [] were flown during this quarter. The last test was flown on 28 September 1967 and a final report will be forthcoming.

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D. Seventeen [] tests were flown during this period to validate equipment prior to shipment to [] 25X1A6A
Article 383 was flown [] specifically for the [] mission.

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[REDACTED]

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E. Two [REDACTED] tests were flown, one on 27 July 1967 to check interface problems between aircraft systems [REDACTED] the other was on 29 September 1967 to test J/S ratio on 13C and 12B-1 shadowing. This last test was a result of the recent loss.

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[REDACTED]

IV. LIFE SUPPORT

A. U-2C Program

1. Q-445 Seat Kit Improvements. A proposal was received during this period for modifying and updating the Q-445 seat kit/emergency oxygen system. Providing funds can be made available, this effort will be initiated. The modifications include replacing both the ship-to-kit and the personal leads quick disconnects to improve safety and reliability, replace the oxygen system for more capacity but with less bulk, reduce the lid thickness to accommodate a sleeping-bag packed seat cushion, and to provide an adjustable press-to-test button to allow the pilot to inflate his pressure suit to any extent in flight for comfort reasons.
2. NOMEX Coveralls. A program to replace all pressure suit outer coveralls with NOMEX coveralls was initiated during this period. Fire/flame protection during ejection, crash landings, or cockpit fires in flight or on the ground is the reason for this effort. Funds have been requested and a request for purchase has been made.
3. [REDACTED] Pressure Suit Training. Subject training was conducted by the ASD/R&D life support officer during this period at the Castle AFB, California Physiological Training facility.

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B. U-2R Program25X1A5A2
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1. Interim Pressure Suits. Modified OXCART pressure suits were provided for LAC test pilots [REDACTED] [REDACTED]. At present, it is planned that LAC test pilots will not receive any other pressure suits in order to reduce costs and insure an adequate number of suits for Project Pilots.
2. Interim Support. Additional personnel (1 Firewel technical representative and 1 David Clark technical representative) were provided to Detachment G to assist in supporting the full pressure suit program for the U-2R. A maintenance van was provided from [REDACTED] as the nucleus of an interim support facility. A housing-type trailer complex was also provided and converted into a work, storage, and pre-breathing facility for the Detachment G life support section. AGE and test equipment was purchased, borrowed or transferred to provide adequate support for the interim pressure suits.
3. AGE and Test Equipment. Production of a full complement of equipment for full pressure suit/liquid oxygen support at Detachment G is nearly complete. All items will be delivered prior to the end of November, 1967. Production of items for Detachment H and/or fly-away kits is being held pending allocation of funds for this purpose by NRO Comptroller.
4. S-1010 Pilots Protective Assembly. The prototype S-1010 PPA was completed on 29 September 1967 and will receive full factory testing and evaluation during the period from 2-13 October 1967. Initial functional and subjective evaluation will be conducted by the ASD/R&D life support officer during the period 16-20 October utilizing the Firewel Co. Altitude Chamber. The flotation system of the S-1010 was evaluated by the ASD/R&D life support officer in a lake at Worchester, Massachusetts on 22 September 1967. The flotation system is excellent and a marked improvement over previous systems. During late October or early November, the prototype S-1010 will be displayed and discussed at both Headquarters and Detachment G for the benefit of all interested individuals.

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5. Training. The initial group of life support personnel from Detachment G completed factory-conducted training on the S-1010 PPA. In addition, the Firewel Co. technical representative received full pressure suit AGE and test equipment training during this period. Additional training programs will be conducted in late October 1967 and in early January 1968. A life support equipment training program for IDEALIST pilots is being formulated jointly by ASD/R&D and Detachment G Life Support personnel at the present time.

V. PRODUCT IMPROVEMENT

A. All articles are being provided with the facility to accept a new type recorder which will provide multi-channel recording capacity. A multi-channel recorder has been installed and tested satisfactorily.

B. A capacitor which will improve the operation of the Time Code Generator is being installed in all articles.

C. The drop tank mechanism has been reworked and some minor changes made to facilitate interface between the aircraft and drop tanks. This will eliminate the possibility of drop tank "hang-up" in the event drop tank jettison.

D. Oil and moisture were collecting in the Doppler Radome. To eliminate this, a new seal was installed in the Doppler Radome system.

E. To improve the heading reference system, a new improved flux gate wire harness was installed.

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Section 2

IDEALIST

OPERATIONAL SUMMARY AND STATUS

(1 July 1967 - 30 September 1967)

I. OVERFLIGHT SUMMARY

Six Agency U-2 overflights were flown during the first quarter of FY 68. An additional two were scheduled but subsequently cancelled for lack of [REDACTED]

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1. Mission C237C was flown on 20 July 1967 from [REDACTED] by [REDACTED]. This mission covered South China and was considered successful from both a photo and ELINT standpoint.

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2. Mission C257C was flown on 10 August 1967 from [REDACTED] by [REDACTED]. This mission covered the Central China coast from Shanghai to Amoy. This was the pilot's first operational overflight and was highly successful.

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3. Mission C267C was flown on 20 August 1967 from [REDACTED] by [REDACTED]. This was a peripheral mission which averaged about 10-15 N.M. offshore from Hong Kong to Makung Island. This was the first operational mission utilizing the "F" camera. Although the photo quality was good, the mission was less than successful due to weather in the target areas.

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4. Mission C277C was launched from [REDACTED] on 26 August 1967 against targets in South China. The pilot [REDACTED] Although fighter reaction was noted at several locations, the pilot reported no aircraft, no contrails or missile sightings. [REDACTED] at coast in and coast out was reported with no deviation from intended track. Mission was considered successful.

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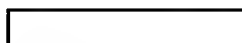
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6. Mission C297C was launched from [redacted] on 8 September 1967. The overflight was the first operational mission for [redacted]

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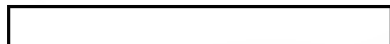
[redacted]. The mission was to cover the Central China coast from Shanghai to just northwest of Taiwan. Approximately two hours after launch and thirty-five minutes within denied territory, the aircraft and pilot were lost to an SA-2 missile.

II. GENERAL

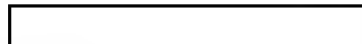
1. BLUE GULL III (carrier requalification) was scheduled for September 22 and 23 1967. Multiple MLP's were flown at Edwards preparing for the requalifications. It was subsequently cancelled due to the temporary grounding of U-2 aircraft during the only time period that the carrier could be made available.

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2.



have completed



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training, U-2 ground school, and also completed survival training in [redacted] the latter part of August. Both [redacted] successfully flew Mission #1 in the U-2 on 30 September 1967 at Detachment "H".

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III. PILOTS AND AIRCRAFT

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